

Intimations.

DAKIN BROS. OF CHINA, LIMITED.

SPECIAL AGENTS FOR THE KEPLER EXTRACT OF MALT.

(Concentrated and Non-Alcoholic) A delicious "dissolving" and "force-producing" Digestive Food.

"The best known and the largest used." The Lancet.

"As an article of diet in wasting diseases, the Kepler Extract is liked by patients, and often taken readily when other forms are not retained. It is a good plan to begin with a teaspoonful three times a day, but the dose may be rapidly increased to a tablespoonful or more. One of the best vehicles for taking the Extract of Malt is a little warm milk, but some people prefer it alone, whilst others like it with soda water."

London Medical Record.

KEPLER SOLUTION OF COD LIVER OIL IN MALT EXTRACT.

"An ideal form for the administration of fat."—Brit. Medical Journal.

"It has hardly any of the taste of the oil. Many can take it easily who cannot take the oil."—The Lancet.

"The taste of the oil is agreeably disguised, its nutritive qualities are greatly increased, and it is rendered easy of digestion."—Brit. Med. Journal.

DAKIN'S COD LIVER OIL.

Our Cod Liver Oil is prepared from fresh liver, without heat, and is therefore of a pale straw colour, easily digestible and free from unpleasant taste and odour.

In bottles at 75 and 125. (Telephone No. 60.)

WINES AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & CO., LD (ESTABLISHED A.D. 1841.) HONGKONG.

WE invite attention to the following old landed brands, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For particulars and general use.)

A Alto Douro, good quality, Green Capsule, 10 1.00

B Vintage, Superior quality, Red Capsule, 12 1.10

C Fine Old Vintage, superior quality, Black Seal Capsule, 14 1.25

D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled), 18 1.50

SHERIES

A Delicate Pale Dry, dinner wine, Green Capsule, 6 0.60

B Superior Pale Dry, dinner wine, Green Seal Capsule, 7.50 0.75

C Manzaniella, Pale Natural Sherry, White Capsule, 10 1.00

CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule, 10 1.00

D Very Superior Old Pale Dry, choice old wine, White Seal Capsule, 10 1.00

E Extra Superior Old Pale Dry, finest quality, Black Seal Capsule (Old Bottled), 14 1.50

CLARETS

A Superior Breakfast Claret, Red Capsule, 4.50 1.50

B St. Estephe, Red Capsule, 4.50 5.00

C St. Julien, 7 7.50

D La Rose, 11 12.00

BRANDY

A Hennessy's Old Pale, Red Capsule, 12 1.10

B Superior Very Old Cognac, Red Capsule, 14 1.25

C Very Old Liqueur Cognac, Red Capsule, 18 1.50

D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule, 24 2.00

SCOTCH WHISKY

A Thorne's Blend, White Capsule, 8 0.75

B Watson's Glenlivet, White Capsule, with Name and Trade Mark, 8 0.75

C Watson's Aboulu-Glenlivet, Red Capsule, with Name and Trade Mark, 8 0.75

D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule, 10 1.00

E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule, 12 1.10

IRISH WHISKY

A John Jameson's Old, Green Capsule, 8 0.75

B John Jameson's Fine Old, Green Capsule, 10 1.00

C John Jameson's Very Fine Old, Green Capsule, 12 1.10

GENUINE BOURBON WHISKY, fine old, Red Capsule, with Name, 10 1.00

GIN

A Fine Old Tom, White Capsule, 4.50 0.40

B Fine Unsweetened, White Capsule, 4.50 0.40

C Fine A. V. H. Geneva, 5.25 0.50

RUM

Finest Old Jamaica, Violet Capsule, 12 1.00

Good Leonard Island, 11.50 per Gallon.

LIQUEURS

Benedictine Maraschino

Curacao Herring's Cherry Cordial

Chartreuse Dr. Siegel's Angostura

Bitters, &c.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters for Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learned on application.

The Hongkong Telegraph, Number 11, Telephone Central, Exchange 116.

BIRTH.

At Hankow, on the 1st April, the wife of Mr. JOHN ARCHIBALD, of the National Bible Society of Scotland, of a son.

DEATH.

At 6, Ningpo Road, Shanghai, on the 6th April, 1890, THOMAS HENRY SAYLE, aged 43 years.

HONGKONG SKY MEETING.

SATURDAY, 12TH APRIL, 1890.

Patrons:—His Excellency F. Fleming, C.M.G.; His Excellency Admiral Sir Nowell Salmon, V.C., K.C.B.; His Excellency Major-General Egan, C.B.; Committee:—G. S. Coxon, Esq.; T. H. Whitehead, Esq.; R. C. Gore, Esq.; Capt. Paterson; Capt. Reynolds; J. Armstrong, Esq.; Major Fletcher, Clerk of the Society; J. Armstrong, Esq.; Judge:—The Hon. C. P. Chater, Assistant Judge;—R. M. Gray, Esq.; Starter:—Major Fletcher, Hon. Treasurer; E. H. Gore-booth, Esq., Clerk of the Course.

We append results of to-day's racing. A full account will appear in our next issue.

THE TAI MA FONG CUP, presented by Mr. J. Kennedy; three quarters of a mile; for all Subscription Grifins of this and last year that have never been placed; weight for inches as per scale. Entrance, \$5, 2nd to receive \$15, 3rd to save stake.

Mr. Collingwood's nom. Mr. C. Aitken's ch. Enthusiast, 10st. 12lb. Mr. Collingwood 1

Capt. R. J. Gardiner's gr. Athol Brose, 11st. 4lb. Mr. R. Fraser-Smith's gr. Wolf, 10st. 9lb. Mr. Maclean 3

Mr. W. J. Gresson's gr. Good Hope, 11st. 1lb. Mr. Noll's gr. Thunderbolt, 10st. 12lb. Mr. Green 0

Mr. R. Fraser-Smith's ch. St. Cyrus, 10st. 9lb. Mr. Machado 0

Mr. Forbes' br. Ally Sloper, 11st. 5lb. Mr. Master 2

At the third attempt the flag fell to a fair start and Wolf cut out the running at a fast pace in front of Good Hope and Thunderbolt, the others following in a body, excepting St. Cyrus, who was outpaced at first. These positions were practically unchanged until entering the straight, where Wolf led Athol Brose a clear length. Halfway down Enthusiast challenged for the lead and in a grand race home secured the verdict by a short half-length from Athol Brose, the latter beating Wolf a length for second place. St. Cyrus was a good fourth, and the rest batten off—Times, 301, 1.04 and 1.37.

THE WAY-FONG CUP, presented, Steeple-chase for all China Ponies. Catch weights over 11st. 1st. stone three times round the Steeple-chase Course. Entrance, \$5, 2nd to receive \$15, 3rd to save stake.

Mr. H. S. Woodcock's br. Buddha, Mr. Stewart 1

Mr. A. W. Maitland nom. Mr. J. Kennedy's sk. Caswell, 10st. 12lb. Capt. Paterson 2

Mr. Noll's gr. Thunderbolt, 10st. 12lb. Mr. Maclean 0

Mr. R. Fraser-Smith's gr. Encher, Mr. Maclean 0

Mr. A. W. Maitland's gr. Encher, 12st. 3lb. Mr. Stewart 0

THE FAREWELL CUP, presented by H. N. Mody, Esq., one mile handicap for all China Ponies. Entrance, \$5, 2nd to receive \$15, 3rd to save stake.

Mr. R. Fraser-Smith's ch. Senator, 11st. 1lb. Mr. Maclean 1

Mr. R. Fraser-Smith's ch. Keep Trust, 11st. 3lb. Mr. Machado 2

Mr. G. S. Coxon's gr. Mullingar, 11st. 7lb. Mr. Master 3

Mr. J. M. Forbes' br. Ally Sloper, 10st. 9lb. Mr. Chandler 0

Mr. E. Osborne's gr. Muskett, 11st. 1lb. Mr. Collingwood 0

Mr. W. J. Gresson's br. Ringwood, 11st. 2lb. Mr. Stewart 0

Mr. Noll's gr. Orbit, 11st. 1lb. Mr. Green 0

Mr. H. S. Woodcock's br. Claudio, 10st. 7lb. Mr. May 0

Col. Verner Chater's gr. Fidget, 11st. 1lb. Capt. Paterson 0

Won by a short head; a fair trial, and the rest nowhere.

THE HALF MILE FLAT RACE, open to all non-commissioned Officers and men of the Garrison, Navy, and Police. First Prize, \$15; Second Prize, \$10; Third Prize, \$5; Entrance free.

Private J. Connolly, 1st A. S. Highlanders, 1 Private Gunda Singh, Gun Lascar, 2 Private J. Murdoch, 1st A. S. Highlanders, 3 Private Gurdit Singh, Gun Lascar, 0

THE "V" CUP, presented by J. D. Humphreys, Esq., a steeple-chase for all Subscription Grifins of this and last seasons and bond fide Polo Ponies and Hack. Catch weights over 11 stones. Twice round the Steeple-chase course. Entrance, \$5. Second to receive \$15, Third to save stake.

Capt. R. J. Gardiner's gr. Athol Brose, Mr. May 1

Mr. A. W. Maitland's ch. Vain Hope, Capt. Paterson 2

Mr. R. Fraser-Smith's ch. St. Cyrus, Mr. Maclean 1

Mr. W. J. Gresson's gr. Total Loss, Mr. Stewart 1

Mr. R. Kirk's gr. Wiscare, Mr. Kirk 0

THE BROKERS' CUP, presented by the Share-Brokers of Hongkong. Half a mile. For all China Ponies; weight for inches as per scale. Ponies other than Subscription Grifins, Hacks, and Polo Ponies 10lb. extra. Entrance \$5. Second pony \$15, Third to save stake.

Mr. R. Fraser-Smith's gr. Wolf, 10st. 9lb. Mr. Maclean 1

Mr. W. J. Gresson's gr. Good Hope, 11st. 1lb. Mr. Stewart 1

Mr. Collingwood nom. Mr. C. Aitken's ch. Enthusiast, 10st. 12lb. Mr. Chandler 3

Mr. R. Fraser-Smith's gr. Lochinvar, 11st. 4lb. Mr. Collingwood 0

Mr. Noll's gr. Thunderbolt, 10st. 12lb. Mr. Master 0

Mr. Noll's gr. Venturans, 11st. 8lb. Mr. Green 0

Mr. A. W. Maitland nom. Mr. J. Kennedy's sk. Springfield, 10st. 12lb. Mr. Meurant 0

Mr. T. H. Whitehead's gr. Enterprise, 11st. 7lb. Mr. Machado 0

Won in a canter by five lengths; a bad third. Time, 314, 62 secs.

THE CHAMPION CUP, presented by the Hon. C. P. Chater; one mile and a quarter. Open to all China Ponies. Weight for inches as per scale. Winner of the Farewell Cup 10lb. extra. Winner of the Brokers' Cup 7lb. extra. Entrance \$5. Second to receive \$15, Third to save stake.

Mr. W. J. Gresson's br. Ringwood, 10st. 12lb. Mr. Master 1

Mr. P. Jordan's gr. Saltpeire, 10st. 12lb. Mr. Collingwood 2

Mr. R. Fraser-Smith's ch. Keep Trust, 10st. 12lb. Mr. Machado 3

Mr. R. Fraser-Smith's ch. Senator, 11st. 8lb. (incl. 10lb. ex.)

Mr. W. J. Gresson's ch. Encher, 11st. 4lb. Mr. Stewart 0

Mr. H. S. Woodcock's ch. Norman, 11st. 1lb. Mr. Meurant 0

Mr. A. W. Maitland's gr. Encher, 11st. 7lb. Mr. Green 0

Mr. R. Gordon's ch. Nine Pins, 11st. 1lb. Capt. Paterson 0

Won by a length; a neck between second and third. Time 2.45.

THE CONSOLATION STAKES, a Sweepstakes of \$5 each, with \$30 added; 70 per cent. to the first, 20 per cent. to the second, and 10 per cent. to the third. Three-quarters of a mile. For all Beaten Ponies at this meeting. Weight for inches. Subscription Grifins allowed 5lbs. Post Entries.

Mr. G. S. Coxon's gr. Mullingar, 11st. 4lb. Mr. Master 1

Mr. T. H. Whitehead's gr. Enterprise, 11st. 1lb. Mr. Maclean 2

Mr. Noll's gr. Orbit, 10st. 12lb. Mr. Green 3

Mr. J. Gresson's gr. Good Hope, 11st. 1lb. Mr. Collingwood 0

Mr. Noll's gr. Thunderbolt, 10st. 12lb. Mr. Meurant 0

Mr. A. W. Maitland nom. Mr. J. Kennedy's sk. Caswell, 10st. 12lb. Mr. Stewart 0

Won by half a length; good third. Time 1.34 4-5th. secs.

TELEGRAMS.

PARLIAMENT.

LONDON, April 2nd.

Mr. Samuel Smith will move on the 18th inst. that a Conference of the chief commercial nations be arranged to establish a bimetallic system. Sir Lyon Playfair will oppose the motion.

GERMANY AND RUSSIA.

A meeting of the Czar and Emperor is settled for this summer.

EAST AFRICA.

April 3rd.

Dr. Peters is alive and well. Emin has joined the German service, and starts with Major Wissmann's great armed expedition to Victoria Nyanza to establish German influence.

Major Wissmann has forbidden the passage of all caravans through the German sphere without his special permission.

This means the virtual exclusion of the British Company from the only trade route to the interior.

GERMANY.

April 10th.

A number of Prussian officers resent the Emperor William's order to curtail extravagance and have applied for permission to retire.

The Reichstag has been summoned to meet on 6th May.

STANLEY.

Mr. Stanley has started for Brussels.

LOCAL AND GENERAL.

THERE will be a game of Polo on the Race-course on Monday, the 14th inst., at 5 p.m.

HUDSON'S Surprise Party have met with great success in Shanghai and are performing to crowded houses.

A SPECIAL meeting of the Legislative Council will be held on Wednesday, to consider The Magistrates' Bill, in Committee.

THE "Influenza" has reached Wuhu, several of the foreign residents at that port having been "laid up" at the end of last month.

A TELEGRAM from Hakodate, dated the 3rd inst., says that the Engine Works there were destroyed by fire the previous night; estimated loss, 100,000 yen.

At the Police Court this morning Mr. Woodhouse committed J. S. Lucas for trial at the next Criminal Sessions, on a charge of arson. Bail was taken in two sureties of \$1,000 each.

WE are informed by the agents (Messrs. Russell & Co.) that the E. and A. S. S. Co's steamer Tannadale left Port Darwin for this port, via Timor, yesterday, and may be expected to arrive on the 21st inst.

THE Rev. Dr. Wright, editorial secretary of the British and Foreign Bible Society, and author of "The Empire of the Hittites," &c., &c., will preach at the City Hall Theatre to-morrow. Services at 11 a.m. and 7.30 p.m.

THE Shanghai Mercury says that "information from Hongkong has been received of the failure of two more well-known men in that colony."

Is that all? But who are the "two more well-known men?" We must indeed go far abroad to get reliable news of what takes place at home.

THE Koba Herald hears that intelligence has been received which leads to the belief that the German steamer Melita, from Newchwang for this port, has been lost in the Inland Sea. The Melita was reported by telegram as having passed Shimoda at 4 p.m. on the 2nd inst., and another telegram was received by the Chinese character, from his supercargo, dated Imabaru, 6 a.m. on the 3rd, announcing the loss of the vessel in Karushima Straits, Shikoku.

THE Korean correspondent of our Shanghai evening contemporary "regrets to learn from Seoul that the Rev. Mr. Ohlinger was attacked by some ruffians about a fortnight ago, whilst out walking. The reverend gentleman is one of the most highly respected residents of Seoul, and it is supposed that his assailants were highwaymen, for no other motives but robbery can be assigned for the deed. He was stabbed in several parts of the body, but most severely in the left thigh. However, according to the latest information, hopes are entertained that the injuries will not prove fatal." Mr. Ohlinger is a missionary, and although forbidden by his Ministry to proselytize, was, we are informed, trying to reap a harvest of souls.

WE are informed by the agents (Messrs. Russell & Co.) that the "Union" Line steamer Exe left Singapore for this port to-day, and may be expected to arrive on the 18th inst.

TO-MORROW morning between 9 and 10.30 o'clock the steam-launch carrying the Bethel flag, will call alongside any vessel hoisting code pennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

A RATHER readable paper—a novelty in the Philippines—has just been started in Manila. It is called "El Avisador Filipino," and is intended to be entirely devoted to the commercial and agricultural interests of the country. So long as the printers leave it alone we shall read it with interest—but that won't be long, if the past is any criterion.

OUR statement the other day that the China Merchants' Company had recently decided to make the pay of their chief and second officers the same as that given by the Indo-China Company, has been confirmed by the Shanghai Mercury. The China Merchants' managing directors have always followed a most liberal policy in dealing with their employees.

OUR Hoihow correspondent writes on the 10th inst.:—"We had a pretty sharp shock of earthquake at about a quarter past four this morning which lasted some ten seconds or so. People generally were woken up, being shaken up in their beds, and finding their homes rocking to and fro, wondered what was coming next. So far as we know at present, the damage done is confined to four glasses broken in the Commissioner's house. Weather has been and is now remarkably cool for the time of year."

THE Chinkiang correspondent of the Shanghai Mercury writes under date the 5th inst.:—"A fire broke out this morning about 10 o'clock in a street densely populated, leading to the Western suburbs of the Chinese city. A detachment of blue-jackets was landed from the U. S. gun-vessel Palos, and rendered very efficient aid in stopping the progress of the flames. Notwithstanding their efforts, over 100 families were burnt out, and rendered homeless. As usual on such occasions the thieves reaped a good harvest."

OUR Shanghai contemporary the Mercury of the 7th inst. has the following regarding the old China hand whose death is reported in our obituary column:—"We regret to have to record the untimely death of a well-known resident in the person of Mr. Thomas Henry Sayle, the well-known and esteemed head of the firm of Weeks & Co. He died at his residence in the Ningpo Road yesterday after a short illness. Mr. Sayle came to China about 17 years ago (1873), to join the late firm of Sayle & Co., Shanghai, and represented his uncle, the late Mr. Robert Sayle, of Cambridge, and was manager of the firm for some time before it closed. Subsequently he was connected with the firm of Rose & Co. in Hongkong, and in 1887 returned to Shanghai, when he took over the business of T. Weeks & Co."

THE Chinese Customs Department is strengthening its forces on the Yunnan-Tonquin frontier. Three officers (English, Norwegian, and French) are now in Hongkong en route to Mount. The officials already stationed there travelled to their posts overland. These officers, however, will go via Haiphong to Hanoi, and thence either by steam-launch, junk, or pony, to their destination. They may be two months on the way. So irregular are means of communication between Hanoi and Mount that the travellers may be any time between two weeks and two months in getting up river after landing at Hanoi. Part of the distance, it is said, has to be "done" on mules. The French seem to have met with a hitch somewhere in opening up the "enormous commerce" with Yunnan about which they so loudly boasted a few months ago.

THE following is the list of entries for the Shanghai Spring Race Meeting:—

The Hart Legacy Cup.....16

The Criterion Stakes.....16

The Griffin's Plate.....49

The Cathay Cup.....21

The Jockey Cup.....17

The Kiang-su Plate.....14

The Racing Stakes.....36

The Roadsters' Plate.....38

The Chu-ka-za Cup.....22

The Shanghai Derby.....31

The Ladies' Purse.....19

The Race Cup.....14

The Concordia Cup.....37

The Spring Cup.....24

The Shanghai Stakes on their way.....20

The Taiatai Cup.....15

The Great Northern Plate.....21

The Pari-Mutuel Cup.....38

The Chau-shang-kiuk Cup.....29

The Manchou Stakes.....51

The Yangtze Stakes.....12

The Consolation Cup.....37

The Grand National Steeplechase.....23

The total amount of entrance fees is \$15,470, against \$15,420 last year.

It is highly probable that the theatre-going portion of our community will be gratified in a way not anticipated, during the ensuing week. Signor and Signora Majeroni, two of the best-known dramatic artists of the day, arrived unexpectedly this morning from India, by the Orion, and are willing to organize a few performances if sufficient amateur support is forthcoming. We have no hesitation in recommending our A.D.C. to at once arrange with them for the benefit of our visitors to the Club, and of the community. Signor Majeroni is an old theatrical celebrity. After fighting with Garibaldi in the war of 1866 he became Madame Ristori's leading tragedian, and toured with her for ten years. He managed the Sydney Opera House and the "Bijou" at Melbourne for a long time, and is acknowledged to be an artist such as, under ordinary circumstances, a small place like this could never hope to attract. Signora Majeroni, Mme. Ristori's niece, is equally accomplished, and has won a very high reputation in many countries. An eminent critic once said: "Madame Modjeska is all art; Mary Anderson is all nature—Madame Majeroni is both combined." They have just finished a three months' tour through India, which, judging from the notices they received in the leading newspapers, has been one of unequalled success, although they have been at the disadvantage of having only amateur support. That their reputation includes such dramas as "Fedora," "Jealousy," "The Old Corporal," &c., is a test of their ability. They are travelling principally for their health, and it is not a bad accident that we are favored with their visit. If full advantage of the occasion is not taken it will our loss—not theirs.</

SALMON FISHING AT YESSO!

Oh yes I continued Clifton Train, saw Japan on coast and inland from Yesso to Nagasaki, whole length of Nippon eleven hundred miles in four days! (Laughter and applause) Salmon fishing in North reminded me of Dales of Columbia where I opened that river to fortune 1869! (cheers)

Through open doors of store after store at Yokohama, Hakodate, and other ports you see flattened fish stacked from floor to ceiling, or lying in gigantic heaps of scallins, shrimps, and salt. They look battered, degraded, their blackened, half-withered forms bearing small resemblance to the big silvery fish that leap among waves off coast of Yesso or crowd in glittering shoals up Hokkaido rivers. (Applause) No difficulty taking them when they enter streams, for they come in such numbers as to cut off one another. Nets stretched, into them fish force one another, until hundreds and thousands are drawn out at every haul. (Applause) It is busy time! All available hands employed! Even in district of incredibly low wages, man receives twenty-five yen for labour of hands while take in is progress, and rewards of ten to hundred yen given for special success (says Isaac Walton Bohemia of Japan). Foul fish, fry, ova, everything taken at will. Now spawning beds are everywhere enforced official protection, and close season, enforced. Dimensions of industry, formed when last year 170,000 *koku* fish were salted, each *koku* weighing, average, 33,000 lbs. containing 6,000 fish! (Applause) Salmon are two to three feet long, weigh from ten to eighteen lbs., but when salted, average 53 lbs. Dried seventy thousand *koku* means 101 million fish, and weight of 56 million lbs. (Applause) Sale in Tokyo, each year, enormous (applause). Between 15th and 23rd December, 777 *Shingo* daily sold averaged five thousand *koku* (Three hundred thousand fish, and money value 77,000 yen). Strange idea of bringing fish alive to Tokyo does not find favour. Means not wanting. Ships with wells, like those that carry live fish to London market, long used in inland sea, might easily be employed to transport live salmon from Yesso. But Japanese gourmets do not like fresh salmon. (Laughter). Too rich and oily for their fancy. So huge traffic in salted fish goes on year after year, growing greater every season. Probably not far distant when we shall see business taken in hand by powerful, well organised company, and developed to be immensely more profitable than now. (cheers)

REVISING JAPANESE LAW.

Yes, it will take time (turning to legal adviser Moore) to stop laws will be delay. "Rule 181 Code Criminal Procedure" (Japanese), states:— Following heard as witnesses:— Prosecutor. Relations by blood or marriage of prosecutor or accused. Their guardians, or those of whom they are guardians. Their servants, whether receiving wages or not. Evidence of these persons taken as simple information! In case a burglar enter my house, and successfully captured by myself, my son, and my servant only persons present, and handed over to Japanese police, where am I to look for "witnesses" Point evidently overlooked by compilers Japanese "Code Criminal Procedure," containing much interest to foreign residents.

CITIZEN TRAIN IN CANTON

BEFORE ITS FALL! Yes! Read my "Young America Abroad," 1885, and see how I forecast what came to pass? (applause) China seemed (says an able Chinese statesman) again brought to death's door when Taku forts were silenced and allied forces knocked at gates of Peking. (Applause). Many doubts being final coup de grace given over flags of France, and England floundered over. Anting, Men, Yunnan, and Yunnan, Emperor died and died, and advisers of young successor admitted representatives Western Powers to reside at very doors of Imperial Palace. (Applause). Believed seemed justified, when Treaty Tientsin three open new ports to trade and sanctioned travel throughout Empire, under certain restrictions regarding private individuals but theoretically unrestricted when traveller was diplomatic or consular official. We began to hear about multiplying points of contact" whereby Western and Eastern were to acquire mutual familiarity and become brothers (laughter) we were even taught to look forward in day when foreigner, like Irish lady with jewellery, might roam from end to end of country unprotected needing no protection. (Laughter) England's dream lasted fifteen years and woke with start to hear British consular officer murdered in Yunnan in spite of Yamen passport carried, in violation of pledges for safety given by Peking officials and provincial authorities and in defiance of stipulations and international law (sensation). Sentiment cooched at Taku and Peking was alive again.

MARCHING THOUGH CHINA!

Yes, Murder of Margry taken advantage of to stir north to blow at exclusion, England raised open ports to twenty, established moreover right of calling at certain points on Yangtze, claimed consular residence in interior. Szechuan, located privilege app lying another at Taku Yunnan, obtained consent of China to sending mission to Tibet if we chose. These desirable objects attained without moving soldier or gunboat, and congratulated selves on success of moral mission. Says a clever foreign writer, China, quick to perceive political maxim underlying peace and policy to underlie future action "Force no remedy," and more basic in us, could offer potentialities of alliance not despised. Scarcely surprising under these circumstances, national sentiment revived with increasing vigour. Abusive "epigrams" 1884 only served to confirm impression days of serious coercion over, and convinced China by proper manipulation of cards she might practically secure herself against organised interference from without, and by skillfully playing off one great Power against another, be in position to peacefully resume her own peculiar policy. (Applause)

In meanwhile, she learnt several useful lessons. One, power of money to nullify undesirable conditions of which she found reason to repent. She thus added herself to Woosung railway, excellent in itself, objectionable as being in foreign hands. Another, barbarians can and must be fought with own weapons and China has its own borders all resources necessary for such warfare.

WHIRLING THROUGH JAPAN AND CHINA SEAS.

Clifton Train's rapid sketch of his lightning trip through Japan! Describing Pauline Marzou's impromptu banquet at the Grand Hotel, Yokohama, manager placing the carriage and servants at his disposal as notable guest; the page Extra of Editor Anglin of *The Gazette*, where thirty types were at work on G. F. T. and his "Kodak Amateurs" and Private Secretary S. W. Wall (who represents consolidated Syndicates of American newspapers). The sudden special train to Tokyo for passports through interior (to catch the German fast Mail at Kobe, held by special orders) in an hour (usually three days delay). The rapid jaunt through two hundred Japanese towns old as the Hills. The lovely excursion through the Inland Sea to Nagasaki.

The visit to Decima, where Dutch were jailed three centuries for privilege of Trade. (Laughter). American Consul's Jiriksha Brigade of sight-seeing Curios? The Kodak Photos of his-story and scenic sight. All this kaleidoscopic story of 60 days Round World Trip seemed almost an exaggerated picture of Aladdin. (Applause). This is the fourth time this intell- human motor has dashed through Oriental space, astonishing Europeans well as aborigines. "I am," he said, "authorised by the municipality! Chamber of Commerce! Radebaugh Publishing Company! Four consolidated Pacific Railroads and Merchants! Syndicate of Fifty Tacoma, Boston, Chicago, New York and Philadelphia Millionaires which can be easily authenticated in one hour to Tacoma (continued applause).

CITIZEN TRAIN'S KODAK-AMATEURS AND PRIVATE SECRETARY.

Captain Eichel at this juncture asked Clifton Train for one of his cards, and in response the Citizen handed him an envelope upon which was printed the following:—

Geo. Francis Trains
60 Days Round World.
Tacoma to Tacoma.

S. W. Wall, Private Secretary and Kodak Amateurs (Representing 9,000 Syndicated American newspapers, 20,000 news-stands through America's consolidated news companies, 1,000 leading journals in Asia, Africa, Australia, Europe and South America, also Radebaugh Publishing Company (Hand-book of world published in 30 days)—ex's please copy!) via Yokohama, Kobe, Nagasaki, Hongkong, Singapore, London, Queenstown, New York and special 3 days train (3,300 miles) across American continent to Tacoma, Puget Sound, Hand-book of world published in 30 days, ex's please copy. The above type on Clifton Train's 60 day Round the World Envelope shows publicity, through Secretary Wall's newspaper syndicate, greater than ever before.

SPECIAL TRAIN THROUGH JAPAN.

A THOUSAND MILES ALONG JAPAN.
YES! OLD NAGASAKI SHORES
"KODAKED" WHERE OLD
OCEAN ROLLS!
FOUR AGES.

LOCKED JAPAN'S PROGRAMME
YOKOHAMA TO KOBE.
SPECIAL PASS-FROM EMPEROR.)
IN SPECIAL TRAIN.
GRANDEST VIEW OF "JAPANESE
LIFE AND CHARACTER!"
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NEW FIELDS OF PEACE! OLD
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of the *Miranore* yards, and the main-top-mast which, with the lower one, is steel, was snapped like a twig by the great strain, and remained hanging from the mast. Had it been timber it would have been smashed right off, and must have done considerably more damage to the rigging in its fall. One of the boats amidstships was struck by the port anchor of the *Miranore*, and completely shattered; another was smashed into two pieces and the bridge of the *Tokio Maru* damaged by having the bow end of the broken boat driven in upon it with great velocity. Three of the mainmast and rigging holding the davits on which the boats were hung were smashed by the blow; two of them being knocked off flush with the deck, and the third cracked through, while the davit in it, an iron rod nearly 6 inches thick, was also broken across. The boatside and their supporting frames, were shattered and the deck rail from the mainmast to the bridge, about 20 feet in length, was torn and twisted as if it had been so much wire. A hole was also driven through the upper sheers over a cargo port, which will take two new plates to make good. Messrs. Boyd & Co. took matters in hand immediately and set about repairing the damage to the *Tokio Maru* so far as to enable her to proceed to sea, which she did at 11 a.m. yesterday. The *Miranore* was only damaged in a trifling degree, and her voyage was not delayed. A short length of her deck-rail was carried away, and a port cathead knocked out of place. At the time of the collision about 40 boys were engaged in cleaning the ballast tanks of the *Tokio*, and had the *Miranore* struck her end, hardly one of them could have been saved. No one was injured by the accident, but one man who was on the *Tokio*'s rigging had a nearly fatal fall. The *Tokio*, but got down her anchor in time, and so averted another collision. —*Shanghai Mercury*, April 7th.

SHANGHAI TRAINING NOTES.

Saturday the 5th being entry day the grass course was opened at 11 o'clock for the usual trials. The "Leviathan" stable sent out only one lot of griffins, the winner, as will be seen below, being *Wisdom* the first in the Trial Stakes, and as this pony is said to have been beaten on the road some twenty lengths by the celebrated skedaddle *Hero*, the "Griffins" would seem to be all over the shouting. It must be remembered, however, that this pony has a very peculiar temper and it remains to be seen whether he will run kindly in the races; but there is no doubt he is a grand mover and very speedy. The *cu se* was good but not "flying," and there was a strong wind which told very much against the ponies from the 1/2 to the 3/4 mile posts. The following are some of the most interesting gallops:—

Three quarters of a mile.—For Horse Bazaar ponies 1/30 won by a white in good style, who was bought afterwards by Mr. Ashley and christened *Obstructionist*.

Three kept over griffins, 1/34 4-5th. The winner, a dark grey, simply ridden up, last quarter 3/25, and was immediately snapped up for Mr. Huxley. The pony has been named *Envy* and has been in Shanghai since last autumn. He was intended for the Hongkong Derby, but at the last moment was not considered good enough to send down.

Mr. Barnes Dallas sent out three griffins, but the winner could not do better than 1/36. *Mugasha* beat *Tornado* in 1/30; last 1/3 mile 1/3.

One mile.—*Black Leaf* by himself, did 2/12, last 1/2 mile 1/34. This pony was also tied for Hongkong in the Autumn.

Mr. Sassoon's *Wisdom* easily beat the others in 2/13, last quarter 3/4 sec. He had full weight up.

Veteran beat *Venture* and another in 1/10, last 1/2 mile 1/6. The winner is a discard of Mr. Humphreys in the Autumn and is not entered in the Races. He has been ridden across country all the winter.

A big white of Mr. Humphreys' made rings round a dun in 2/13. A good performance, weight up and shoes on.

Mr. Muller's tried pony, bought from Bazaar, did 2/15, last 1/2 mile 1/6.

Four Horse Bazaar griffins were ridden for all they were worth in 2/14, last 1/2 mile 1/9.

Mr. Tripp's crack roan beat his grey in 2/18. Will make a very showy trap pony.

One mile and a quarter.—*Neirmont* going alone, light weight, did 2/40.

Mr. Toby's grey took 2/51 for same distance. One mile and a half.—Mr. Sylva's chestnut did 3/27, last 1/2 mile 1/11.

Earlsdon, owner up 3/32, last 1/2 mile 1/24. —*N. C. Daily News*.

THE EAST IN THE FIFTIES.

As the P. & O. steamers were the only ones then running on this route, time was of no importance to them compared with the consumption of coal, and in the absence of all competition, they crawled along at the postal contract rate of eight knots an hour. At Point de Galle we left the *Oriental* and embarked on the *Peking*—a much smaller, but vastly more comfortable steamer, and without any further experiences differing from those one meets with at the present time, we reached our destination on the 12th of November, fifty-two days from Southampton. Years of planting with trees and shrubs have since clothed the hill sides of Hongkong with verdure, and converted what was then a congeries of arid and sun-scorched peaks into one of the loveliest places in the East; but as they rose barren, bold, and sharply defined in the clear and brilliantly dazzling sky, on that autumn day, I must confess they reminded me more forcibly than agreeably of Aden. We did not waste more time than was necessary there, but left the same day for Canton in an English steamer, which from the plurality of her funnels went by the name of "Pipes," and arrived at our journey's end in time for dinner. I found the members of the Hong to which I was to be attached already seated at table, all dressed in white clothes, with short jackets, looking like overgrown school boys, which gave them a most amusing appearance, but to this I soon got reconciled, as I did to the many peculiarities of life there, and ere long settled down to the quiet and monotonous routine of daily existence.

The foreign residences, or "factories" as they were called, were substantially built and fine looking edifices fronting the public garden and extending in a quadrangle back a few rods towards the city; houses, garden and all being surrounded by a high brick wall, through which gates opened at several points into the native town. This wall was for the double purpose of protecting foreigners against the sudden incursions of mobs, as also to keep the former more easily under control in case it might be considered desirable on the part of the Chinese to do so. The garden—in the midst of which stood the great variety of choice ornamental and flowering trees and shrubs, and intersected by broad paths of asphaltum, which offered the only promenade available for the foreign residents: it fronted the river—boats of all descriptions lining the shore in a compact mass—and after office hours was the resort of all who wished for a little pedestrian exercise, and there they went strolling round, in and out through

the shrubberies, in a walk almost as monotonous as that of pacing up and down the deck of a ship. It is true we were at liberty to pass into the streets of the suburbs, but this was a privilege not often made use of, as they were narrow and crowded, and the smells one encountered were most offensive, to say nothing of the rudeness of the people to which one was often subjected. It is also true that there was no regulation, that I can remember, against walking into the country, but this was fraught with so much danger, that it was rarely attempted, and those who did so had generally to regret their fool-hardiness. A few days before I arrived, for example, a party that had started on an excursion to the White Cloud Hills, a few miles from Canton, had been attacked by the natives and compelled to return, one of them having had a hand nearly cut off, and another having been badly wounded with a severe sword cut on the head. In fact, we were almost prisoners, the only place outside these narrow limits that was really open to us being the river. Boating was therefore the favourite exercise and relaxation, and of this the most was made. There was a boat house at one corner of the garden, with a fine collection of small sailing and rowing crafts, and every afternoon the younger members of the community went out for their pull, while the elders enjoyed their cheroots in their stately hong boats.

The same unvarying round day after day, however, soon becomes monotonous, and life at Canton was incessantly so. The chief thing that buoyed up our sinking spirits was the prospect of a trip to Macao some time later, and that place the Canton residents called the "paradise." Most of the firms had commodious and well furnished houses there, always in readiness for the reception of guests, as well as for taipans and clerks, and a trip there, for the latter especially, meant everything, almost, that was enjoyable in life; the temporary control of a household, and liberty to invite one's friends to share its hospitality, relief from the dull routine of office work, and ample space for exercise, after being confined to the limited area of the factory enclosure through months of the most stifling hot weather, to say nothing of exemption from the presence and constant supervision of the much dreaded taipans. In the last respect the social position of the young men at Canton was as a rule most unenviable. There was a broad and clearly defined line drawn and maintained between taipans and clerks, which was a constant grievance and cause of great discontent to the latter. I presume however it was one of the necessities of the situation, as the hong system in all its purity existed then and there, and as the entire staff of the establishment meshed together at the same table, this exclusiveness on the part of the heads of the house was probably considered essential for maintaining proper discipline: but one can imagine what an unpleasant thing it must have been for the clerks to sit at table three times a day with taipans, generally stiff, silent, and reserved, and rarely entering into conversation, while for the latter the situation was no less embarrassing and disagreeable.

As there were few ladies in the place, bachelors

Masonic.

VICTORIA CHAPTER,
No. 525.

AN EMERGENCY CONVOCACTION of the above Chapter, will be held in FREEMASONS' HALL, on TUESDAY, the 15th inst., at 8.30 for 9 P.M. precisely.
Hongkong, 10th April 1890. [58]

Insurances.

£1,000 STG. Payable at A25 5s, or at death if previous (even if that event occurs during the first twelve months)—may be secured by a payment at the rate of 1/- per quarter if commenced at age 25.
£10 10 2 25
£10 10 2 30
£10 10 2 35
£10 10 2 40
£10 10 2 45

AFTER the Policy has been three years in force—should the Policy-holder wish to discontinue future payment—he will be entitled to receive an application a Free Paid-up Policy for proportionate amount of the Sum Assured. For instance a man who had assured at 45, after five years' payments would be entitled to a Paid-up Policy for £500 free of future payments as explained in Prospectus.

Note—It is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases. Death may occur before the Provision is effected, or Health may fail and render the life ineligible for Assurance.

ADAMSON, BELL & Co.,
Agents,
810-2] STANDARD LIFE OFFICE.

FIRE INSURANCE COMPANY, OF 1877
IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE
ASSURANCE COMPANY IN
LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1889. [57]

THE INDIAN IMPERIAL MARINE
INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co.,
Hongkong, 5th November, 1889. [25]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL TAELS 600,000 } \$833,333-33
EQUAL TO }
RESERVE FUND } \$318,000-00

BOARD OF DIRECTORS.
LEE SING, Esq. LO YU MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1889. [100]

NOTICE.

THE MAN ON INSURANCE COMPANY
LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1889. [217]

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY, & TAMSUI.
THE Company's Steamship

"FOKIEN,"

Captain Lewis, will be despatched for the above Ports, TO-MORROW, the 13th inst., at DAWLIGHT.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 11th April, 1890. [58]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Young, will be despatched as above on TUESDAY, the 15th inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 11th April, 1890. [58]

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"THAMES,"

will leave for the above place about 24 hours after her arrival with the outward English Mail.
E. L. WOODIN,
Superintendent.
Hongkong, 11th April, 1890. [3]

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND
ADELAIDE.

Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to New
Zealand, Tasmania, &c.)
THE Steamship

"CATTERTHUN,"

Captain Darke, will be despatched for the above
Ports, on MONDAY, the 14th inst., at 4 P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 8th April, 1890. [558]

STEAM TO YOKOHAMA, VIA NAGASAKI
AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VERONA,"

Captain C. F. Preston, R.N., will leave for the
above places, on THURSDAY, the 17th inst.,
at DAWLIGHT.
E. L. WOODIN,
Superintendent.
Hongkong, 10th April, 1890. [3]

AUSTRO-HUNGARIAN LLOYD'S STEAM
NAVIGATION COMPANY.

STEAM FOR COLOMBO,
BOMBAY, ADEN, HOODEDAH, MASSA-
WAH, SUAKIM, JEDDAH, SUEZ, PORT
SAID, BRINDISI, TRIESTE, and VENICE,
(taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, and ADRIATIC PORTS.)
THE Company's Steamship

"ORION"

will be despatched as above, on FRIDAY, the
18th inst., at NOON.
Cargo will not be received on board after 5
P.M. prior to date of sailing.
For further information as to Passage and
Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 8th April, 1890. [559]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND
ANTWERP.

THE Steamship

"CARDIGANSHIRE,"

Captain F. Davies, R.N.R., will be despatched
on or about the 27th inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 11th April, 1890. [490]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. British Ship

"PATAGONIA,"

Hibbert, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Agents.
Hongkong, 5th April, 1890. [552]

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship

"WILLIAM H. MACY,"

Amsbury, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Agents.
Hongkong, 12th March, 1890. [415]

FOR NEW YORK.

THE 3/3 L. I. British Ship

"JOSEPH H. SCAMMELL,"

Thomson, Master, shortly expected, will load
here for the above Port, and will have quick
despatch.
For Freight, apply to
REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 24th March, 1890. [474]

Mails.

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE.

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"ABYSSINIA"

3,651 Tons Register, Captain Lee, will be
despatched for VANCOUVER, B.C., via
NAGASAKI, INLAND SEA, KOBE, and
YOKOHAMA, on THURSDAY, the 24th April,
at NOON.

To be followed by the S.S. "PARTHIA" on
the 15th May and S.S. "BATAVIA" on the
15th June.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports, and
at Vancouver with Pacific Coast Points, by the
regular Steamers of the Pacific Coast Steamship
Company and other Steamers.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$210.00
To Montreal, New York, &c. 250.00
To Liverpool..... 320.00
To London..... 330.00

To other European Points at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese and Japanese Customs, to be
obtained on application.

Consular Invoices to accompany Cargo des-
tined to Points in the United States, should be
sent to the Company's Offices, addressed to
Mr. D. E. BROWN, District Freight Agent,
Vancouver, B.C.

Freight will be received on board until 4 P.M.
on the 23rd April.

All Parcels must be sent to our Office and
should be marked to address in full; and the
same will be received by us until 5 P.M. the
day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th April, 1890. [14]

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 13th day of April,
1890, at 10 A.M., the Company's Steamship
"PREUSSEN," Captain C. Pöhl, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon,
Cargo will be received on Board until 4 P.M.,
Specie and Parcels until 3 P.M., on 12th
April, (Parcels are not to be sent on Board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 15th March 1890. [4]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship

"CHINA"

will be despatched for San Francisco, via
Yokohama, on THURSDAY, the 17th
April, at 1 P.M., taking Passengers and
Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, and Atlantic and Inland
Cities of the United States, and to Mexico, Central and South America,
by the Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return, } 393.75
available for 6 months.

To Liverpool..... 325.00
To London..... 330.00
To other European Points at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 25th March 1890. [1]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, via
Yokohama, on TUESDAY, the 25th April,
at 1 P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full; and the same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return, } 393.75
available for 6 months.

To Liverpool..... 325.00
To London..... 330.00
To other European Points at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage or
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 5th April 1890. [1]

Intimations.

W. POWELL & CO.

EX S.S. "GLENARLY"
TRIMMED and UNTRIMMED MILLINERY,
WHITE and COLOURED STRAW HATS,
FLOWERS and FLOWER BONNETS,
CORSETS, HANDKERCHIEFS and FRILLINGS.
NEW SHADES in PLAIN TUSSEORE SILK.

W. POWELL & CO.

Victoria Exchange,
Hongkong, 3rd April, 1890

NO MORE TOOTHACHE.

the Dentifrice Elixir, Powder and Paste
OF THE

R.R.P.P. BENEDICTINES

OF ABBEY & SOULAC (Bordeaux, France)
DENTIFRICE ELIXIR, PASTES, & POWDERS.
2 GOLD MEDALS: BRUSSELS 1876—LONDON 1883
THE HIGHEST REWARDS
INVENTED BY THE

1373, rue de la Harpe, PARIS

The daily use of a few drops of
the Dentifrice Elixir of the
R.R.P.P. Benedictines, prevents
and cures the decay of the
teeth, which are weakened and
consumed, while the gums are
perfectly fortified and restored.
It is a real service rendered to
our readers to point out to them
this old and useful preparation,
the most effective, and the only
preservative from all Dental
disorders.

Established 1807, 1373, rue de la Harpe, PARIS
General Agent: SEGUIN, 1373, rue de la Harpe, PARIS

May be had at all good Perfumers, Chemists
and Druggists of the World.

Notice to Consumers

THE PRODUCTS OF

ORIZA-PERFUMERY L. LEGRAND

207, rue Saint-Honore, PARIS

Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTE, CREME-ORIZA,
ORIZA-VELOUTE, ORIZA-TONIQUE, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1° Their manufacture is supervised with the greatest care;
2° Their qualities are unalterable and their scents are sweet.

AS THESE PRODUCTS ORIZA ARE COUNTERFEITED
to live upon their reputation

we warn Consumers not to let themselves be deceived.

THE GENUINE PRODUCTS are sold at all respectable firms of Perfumers and Druggists.

ILLUSTRATED CATALOGUE SENT FREE FROM PARIS

SYRUP OF FIGS

NATURE'S PLEASANT LAXATIVE

A Pleasing Sense of Health and
Strength Renewed, and of
Ease and Comfort

Follows the use of Syrup of Figs, as it acts
gently on the

KIDNEYS, LIVER AND BOWELS

Effectually Cleansing the System when
Costive or Bilious, Dispepsia

Colds, Headaches and Fevers

and permanently curing
HABITUAL CONSTIPATION

without weakening or irritating the organs
on which it acts.

For Sale in 50c and \$1.00 Bottles by all
Leading Druggists.

MANUFACTURED ONLY BY THE
CALIFORNIA FIG SYRUP CO.,
SAN FRANCISCO, CAL.

LOUISVILLE, KY., NEW YORK, N.Y.
Sole Agents for Hongkong and China,
Messrs. CRUICKSHANK & Co., Ltd.
Chemists, &c., Hongkong.

194]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches;
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES,
No. 8, Queen's Road Central. 1743

NOTICE.

HONGKONG & WHAMPOA
DOCK COMPANY,
LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon
their arrival in this Harbour, none of the
COMPANY'S FOREMEN should be at hand,
ORDERS FOR REPAIRS, if sent to the HEAD
OFFICE, No. 14, Praya Central, will receive
prompt attention.

In the event of complaints being found
necessary, communication with the Undersigned
is requested, when immediate steps will be taken
to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1889. [15]

HONGKONG TIMBER
YARD, WANCHAI.

OREGON PINE SPARS and LUMBER
Always on Hand.

L. MALLORY.
Hongkong, 24th June 1889. [738]

HONGKONG HIGH LEVEL TRAM-
WAYS COMPANY, LTD.

TIME TABLE

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour (Tiffin Car at 12.45).
3 to 7.30 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SATURDAYS.

NIGHT TRAMS at 8.45, 9.10, 10.30, 11 P.M.

SUNDAYS.

10.40 A.M.; 12 (NOON) to 2 P.M. every quarter
of an hour.

3 to 7.30 P.M. every quarter of an hour.

Special Cars may be obtained on application
to the Superintendent.